

**International Harmonised Research Activities
Vehicle Compatibility Working Group**

Minutes of the Ninth Meeting, held at DETR in London, on 16-17 November 2000

Present:

P O'Reilly	Chairman	K Mizuno	Japan
A Hobbs	Secretary	K Tateishi	JARI
T Hollowell	USA	R Zobel	European Industry (P)
E Faerber	Europe	S Southgate	US Industry
C Adalian	Europe		
K Seyer	Australia	(P) - Part attendance only	

Apologies for Absence

Apologies were received from D Dalmotas and J Wicher. Miss C Adalian replaced D Cesari and S Southgate replaced P Prasad, for the meeting.

Mr Satoshi Takizawa (Honda) will replace Mr Kadotani, in future meetings as Mr Kadotani has moved to the USA.

Minutes of the Eighth Meeting

Mr Tateishi explained that he represented JARI and not Japanese Industry. With that amendment the minutes were agreed.

Actions Arising

- 1 The Chairman will supply an electronic copy of Doc 49 for distribution.
Action O'Reilly
- 2 Dr Hollowell will supply an electronic version of data presented at the San Diego meeting.
Action Hollowell
- 3 Mr Southgate will remind Dr Prasad about sending each member a CD detailing the structural data collected by AAM.
Action Southgate / Prasad
- 4 Mr Faerber distributed copies of Volume 1 (Summary) of the EEVC report to the European Commission. He will supply copies of the full report to each member on CD (Doc 60).
Action Faerber

IHRA Web Site

The minutes and the reports to the Steering Committee will be put onto the IHRA web site, as PDF files. The chairman will supply electronic copies of the reports to the Steering Committee and the secretary will send the material to Mr John Hinch.

Action O'Reilly / Hobbs

ESV Conference

All papers must be with the organisers by the end of February 2001. They will be compiled onto a CD for distribution at the conference. No delay will be accepted.

It was agreed that the group's paper for ESV should be limited to between 10 to 15 pages. A shortened version of the paper being written for the Steering Committee will form the basis of the ESV paper.

Draft Report of the IHRA Compatibility Working Group

The major part of the meeting was taken up by discussion of the draft paper, tabled by the chairman. A wide ranging and detailed discussion of the paper and its contents followed. As result a number of amendments were agreed and the chairman will incorporate them into a redraft of the paper.

French Compatibility Symposium

An internal symposium on compatibility was held in France in October 1999. From this a publication has been produced describing the views derived from French research. Dr Adalian supplied a copy of the publication and Dr Zobel supplied an electronic version of it for distribution (Doc 61).

Research Presentations

Australia

Mr Seyer explained that Australia had embarked on a programme of testing. Three cars of different sizes were to be tested. The cars are Toyota Starlet (small), Ford Falcon (large) and Land Rover Freelander (SUV). Car to car tests will be carried out between the three cars along with MDB tests. The MDB face is a two stage face of 65 lb/sq in and 155 lb/sq in honeycomb (Doc 62). Mr Seyer showed film of the first test between the Falcon and MDB (Doc 63). This test has not yet been analysed but the results of all the tests will be presented at a future meeting.

NHTSA

Dr Hollowell presented data on the average height of force for a range of LTVs and cars. From this he concluded that there was an overlap in height between the two vehicle categories and that this indicated that a requirement for average height of force was possible without “outlawing” LTV vehicles. He reported that both Ford and Chrysler were lowering the height of their longitudinals to improve their alignment with conventional cars.

Japan

Mr Mizuno presented an analysis of an overload test with a minicar which he compared with a car to car test of the minicar and a large car (Doc 64). In the car to car test, Mr Mizuno reported that there was a lateral misalignment of the stiff structures. He thought that it was feasible for the passenger compartment strength to be established from the overload test. He plans to carry out 64 km/h ODB tests on both cars. He also plans a crash test between a small car and a large car and wishes to compare these with results from MDB tests.

EEVC

Mr Hobbs presented an analysis looking at the force homogeneity measured in full frontal impacts against a load cell wall. The coefficient of variation had been calculated for each time step throughout the impact. Further work will look at the feasibility of using this and other approaches to analysis and aim to identify possible criteria. He also presented an early analysis of the average force height and how it varied through the impact, in both ODB and full width tests (Doc 65).

Date and Place of Next Meeting

The next meeting will be held in Paris on 15 - 16 January 2001. The following meeting will be held in Wolfsburg, following a EUCAR Compatibility Workshop on 13 - 14 February 2001. The IHRA meeting will be on 15 - 16 February 2001. Subsequent meetings are planned for INRETS, Lyon on 12 - 13 June 2001 and in Australia on 25 - 26 September 2001.

C A Hobbs
4 December 2000

Secretary's Note

Since the meeting, I have received a number of late electronic documents. These relate to earlier meetings where document numbers had not been assigned. I have now assigned these documents numbers as follows: San Diego Meeting - Hollowell - Doc 66; Madrid Meeting - Hollowell - Docs 67 & 68, Adalian - Docs 69 & 70, Hobbs - 71. Details of each of the papers is given in the document list and copies are attached to these minutes.

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